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THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

~~STEAMER~~ TANKER, ~~SAILER~~ ~~XXXX~~ RINCON HILLS ~~WITH~~ TIMBER DECK CARGO
~~WITHOUT~~

Nationality Canadian Builders' Name and No. of Ship MARINSHIP Corporation

Port of Registry Montreal Sausalito, Cal.

Official Number 179219 Owners Deep Sea Tankers Limited,

Gross Tonnage 10635 25 Adelaide Street East, Toronto, Ontario.

Date of Build 12-1944 Port and Date of survey Portland, Oregon 12/48

Particulars of Classification B.S. (Tanker) Name of Surveyor S. McLean- B. Thibadeau

Names of Sister Ships All T2 Tankers

Type of Superstructures Poop, bridge and forecastle

Trade of Ship

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)			9' - 2 ³ / ₄ "
TROPICAL FRESH WATER LINE	above centre of disc	15 ³ / ₄ "	Corresponding Freeboard 7' - 11"
FRESH WATER LINE	" " "	8 ¹ / ₄ "	" " 8' - 6 ¹ / ₂ "
TROPICAL LINE	" " "	7 ¹ / ₂ "	" " 8' - 7 ¹ / ₄ "
WINTER LINE	below " "	7 ¹ / ₂ "	" " 9' - 10 ¹ / ₄ "
WINTER NORTH ATLANTIC LINE	" " "	12 ¹ / ₂ "	" " 10' - 2 ¹ / ₄ "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line			Corresponding Freeboard
TROPICAL FRESH WATER	Timber line above L.S.		
FRESH WATER	" " " "		" "
TROPICAL	" " " "		" "
WINTER	" " below "		" "
WINTER NORTH ATLANTIC	" " " "		" "

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

E. L.
for Chief Surveyor

Passed at a meeting of the Canadian Committee of the British Corporation Register of Shipping and Aircraft
on the March 23, 1949.

E. Russell Macmillan
Secretary
Canadian Committee

Reported at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft
on the



003659-003670-003849

B.P.

COMPUTATION OF FREEBOARD

Length on summer load line	503'-0"	Moulded Breadth	68'-0"	Moulded Depth	39'-3"	Depth of Keel	
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth						Tons	
Co-efficient of fineness for use with tables	$\frac{\Delta \times 35}{L \times B \times D \times .85} = \frac{24416 \times 35}{503 \times 68 \times 33.36} = .748$						
Displacement and tons per inch immersion in salt water at summer load line							
Moulded depth	39.25	Deduction for Fresh Water	$\frac{\Delta}{40T} = \frac{21910}{40 \times 67} = 8\frac{1}{2}$	inches			
Stringer Plate	.08	Round of Beam Correction					
Sheathing on exposed deck T ($\frac{L-S}{L}$)	-	Ships Round of Beam	18.50	inches			
Rise of floor (in sailers)	-	Standard Round of Beam	$\frac{B \times 12}{50} = \frac{68 \times 12}{50} = 16.32$				
Depth for Freeboard (D)	39.33	Difference	50	2.18			
Table Depth 503/15 =	33.55	Restricted to					
Depth Correction	5.78 x 3 = 17.34	Correction	$\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = \frac{2.18}{4} \times .6 = .33$				
If restricted by superstructures							

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	107.57	+2.63	8'-0" to 8'-9"			110.20	Standard Height of Superstructure
Raised Quarter Deck							" " R.Q.D.
Bridge	35.75	+2.87	8'-0"			38.62	Percentage covered S/L =
		A					" " E/L = $\frac{201.83}{503} = .401$
Forecastle	52.63	+ .75	9'-6" to 13'-7"			53.01	" from Table line A, B, (corrected for absence of forecastle if required)
Trunk Aft							Percentage from Table by interpolation for Bridge less than .2L if required =
" Forward							Deduction = .311
Tonnage Opening Aft							Percentage from Table for Tankers (or Timber ships) =
" " Forward							Deduction = 42 x .311 = 13.06
Totals	excess aft added					201.83	

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	16.00	+15.5	31.50	1	31.50
1/8 L from A.P.	2.25	+ .75	3.00	4	12.00
1/4 L from A.P.	0		-	2	-
Amidships	-		-	4	-
1/4 L from F.P.	0		-	2	-
1/8 L " "	5.44		5.44	4	21.76
F.P.	18.00		18.00	1	18.00
				18	83.26

Mean Actual sheer aft	=	
" Standard " "	=	
Mean Actual sheer forward	=	
" Standard " "	=	
Length of enclosed superstructure forward of amidships	=	
Length of Ship		
Length of enclosed superstructure aft of amidships	=	
Length of Ship		
Sheer Correction = Difference X ($.75 - \frac{S}{2L}$)	=	$25.52 \times (.75 - \frac{.39}{2}) = 14.18$
If limited on account of midship superstructure	=	-
" to maximum allowance of 1 1/2 ins. per 100 ft.	=	-

TABULAR FREEBOARD corrected for flush deck if required =

Correction for co-efficient = $88.19 \times \frac{.748 + .68}{1.36} = 95.52$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailer, Tanker, Steamer	Timber
Depth correction	17.34		39'-4"	
Deduction for superstructures		13.06	9'-2 3/4"	
Sheer correction	14.18		30'-1 1/4"	(d1)
Round of Beam correction		.33		
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.			30'-2"	
	31.52	13.39		
		+ 18.13		

Summer Freeboard in inches	=	110.65	Deduction for Tropical and addition for Winter freeboard d/4 = 7 1/2 ins.
Additional allowance for superstructures on			Addition for Winter North Atlantic (if required) = 12 1/2 ins.
Timber carrying ships	=	-	Deduction for Tropical Timber Freeboard d/4 = ins.
Summer Timber Freeboard in inches	=		Addition for Winter " " d/3 = ins.
			" " N.A. Timber Freeboard (if required) = ins.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIP'S NAME **RINCON HILLS**

OFFICIAL NUMBER **179219**

Nationality and Port of Registry **Canadian, Montreal**

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	-	17.9 #	9'4" x 7.9 # FP	2'-4"	welded	2 @ 5'-0" x 2'-4"	1'-6"	8'-0"
R.Q.D. "						1-5'-1 7/8" x 4'-1 3/8"	1'-6 1/2"	8'-0"
Bridge Aft Bulkhead	-	12.2 #	4'3" x 7.2 # 1A	2'-6"	"	2 @ 5'-0" x 2'-4"	1'-6"	8'-0"
" Forward "		18.0 #	9'4" x 7.9 # FP	2'-6"	"	2 @ 5'-0" x 2'-4"	1'-6"	8'-0"
Forecastle Bulkhead	-	12.2 #	4'3" x 7.2 # 1A	2'-6"	TOPS BKT? BOTTOM FREE	1 @ 6'-0" x 4'-1 3/8" WITH WT(S) 1 @ 5'-0" x 2'-4"	1'-6"	9'-11"
Trunk, Aft								
" Forward								
Exposed Machinery Casings on } Freeboard or R.Q. Decks }								
Exposed Machinery Casings on } superstructure decks }								
Machinery Casings within Super- } structures not fitted with Cl. 1 } closing appliances }								
Deckhouses on flush deck ships								

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead		2- W.T Hinged steel doors-manipulated both sides
R.Q.D. "		(W.T. hinged steel doors (1P& 1S) " "
Bridge Aft Bulkhead		(1 bolted plate sliding door-hookbolts manipulated externally
" Forward "		W.T. hinged steel doors (1P&1S) manipulated both sides
Forecastle Bulkhead	x	(1 bolted plate-hook bolts manipulated externally with W.T.
Exposed Machinery Casings on } Freeboard or R.Q. Decks }		(steel door inset (Stbd side) - 1 WT hinged steel door (P) manipulated both sides
Exposed Machinery Casings on } superstructure decks }	x	inset W.T. door manipulated both sides
Machinery Casings within Super- } structures not fitted with Cl. 1 } Closing Appliances }		
Deck houses on flush deck ships		

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well			open rails		
Forward Well					

State fore and aft position and height above }
deck to bottom of port, for each port }

After Well -

Forward Well

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

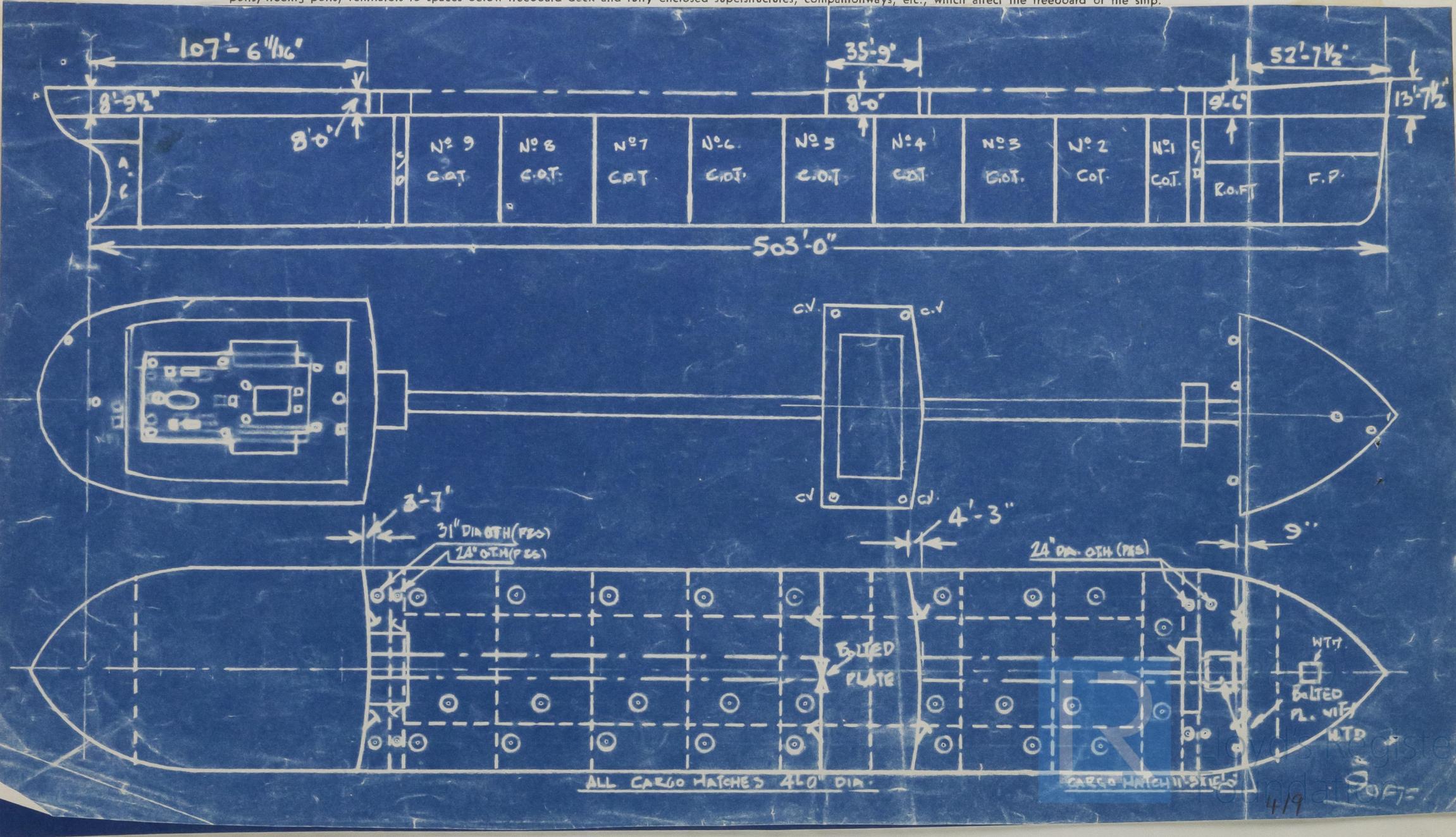
Give particulars of freeing port area, etc., on superstructure decks



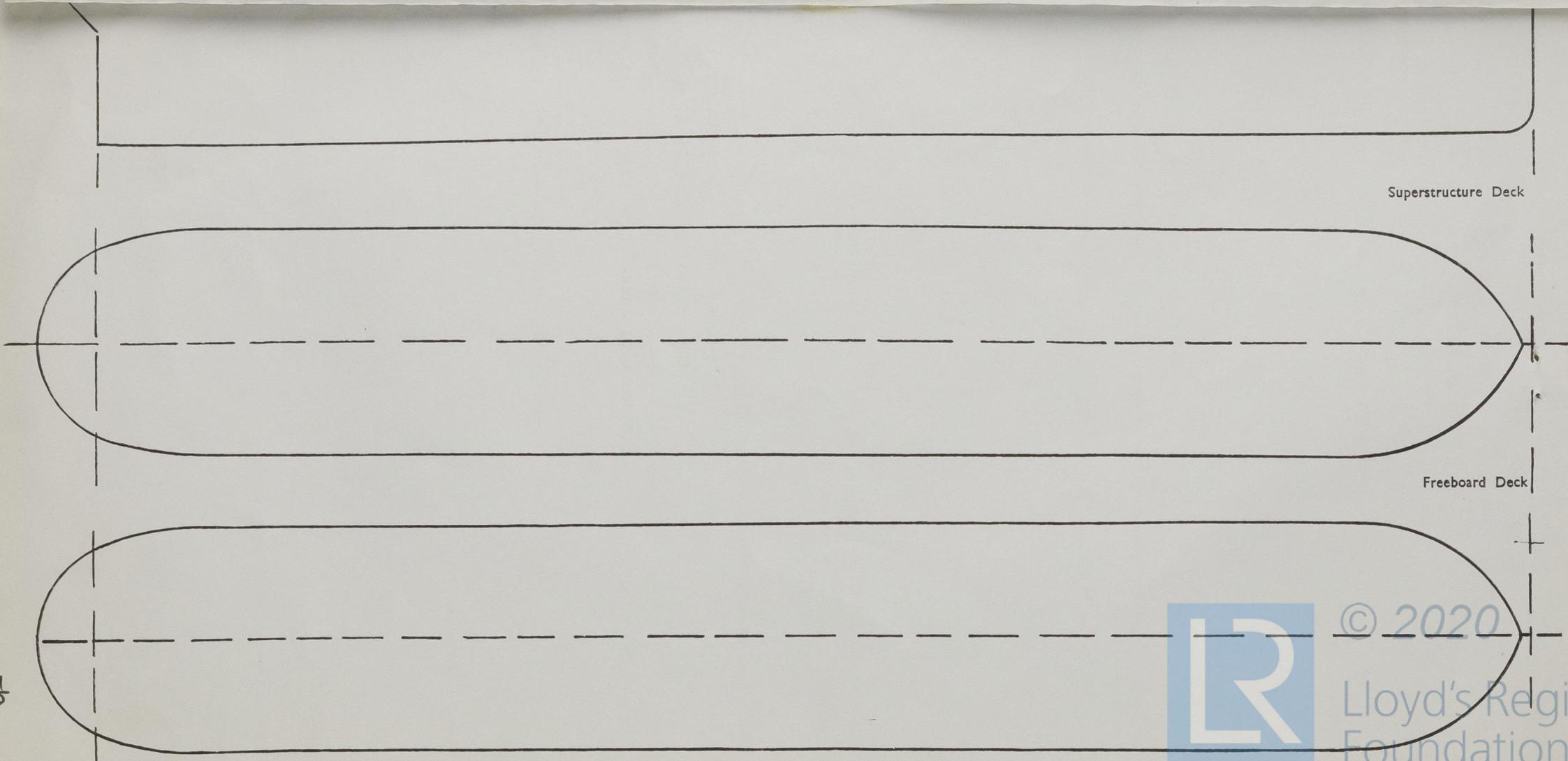
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Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



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Superstructure Deck

Freeboard Deck

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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

	dry cargo hatch	reserve oil bunkers (LP&LS)	for'd cofferdams (LP&LS)	26 cargo oil hatches	main oil bunkers (LP&LS)	upper deck in fo'sle 1 G1	after cofferdame (LP&LS)
Number and description of Hatchway from forward							
Dimensions of Hatchway	11'-3"x15'0"	27" dia.	24" dia.	4'-0" dia.	30" dia.	3'0" x 3'0"	24" dia.
COAMINGS	Height above steel wood deck	30"	24"	24"	30"	30"	24"
	Thickness sides ends	7/16"	7/16"	7/16"	9/16"	7/16"	7/16"
	Stiffeners	3 1/2" x 3/8 Fb.					
Brackets or Stays	Fld. Pl.						
HATCH BEAMS	Number	①					
	Spacing						
	Scantling and Sketch						
Bearing Surface and thickness of carriers or sockets							
FORE AND AFTERS	Number						
	Spacing						
	Unsupported lengths						
	Scantling and Sketch						
Bearing Surface and thickness of carriers or sockets							
HATCH COVERS	Material	W.T. steel	O.T. steel	W.T. steel	O.T. steel	O.T. steel	W.T. steel
	Thickness						
	How Fitted	hinged	hinged	hinged	hinged	hinged	hinged
	Bearing Surface						
Spacing of Cleats	wing nuts	wing nuts	wing nuts	strongback & wing nuts	strongback & wing nut	wing nuts	wings
Number of Tarpaulins							

Are tarpaulins in good condition and in accordance with rule requirements?

Are lashings provided in accordance with rule requirements?

Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?



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Give full particulars of the following:—

Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

opening 1 P & 1S 6'-0" x 2'-0" - 6" CMG- hinged steel cover

" 1 P & 1S 2'-0" x 2'-0" 6" " Hinged steel cover

Escape scuttle 21" x 21" with hinged steel cover-3" coaming

6-30" dia. cowl vents 11'-6" high welded to deck

2-30" x 30" intake vents

Engine room skylight fitted with hinged steel flaps

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

none

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

forward and aft pump rooms- steel stiffened with W.T. steel hinged doors manipulated both sides- 18" sills.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Forecastle deck 1-12" CV 6" coaming welded to deck- WT hinged steel cover

" " 1-12" MV 3' coaming welded to deck- screw down type

Upper deck 1-12" CV welded to forecastle Bhd- W.T. hinged steel cover

1-15" CV 10' coaming welded to deck W.T. hinged steel cover

2-15" CV 10' coaming welded to deck at Pumproom W.T. hinged steel cover

1-8" CV 10' coaming welded to deck " " " "

2-24" CV 27'6" coaming welded and stayed on Kingports to aft pump room

Bridge deck- 4-12" CV 3' coaming welded to deck-WT hinged steel cover

Poop deck 1-10 GNV 3' coaming welded to deck-WT hinged steel cover

1-18" GNV 3' coaming welded to deck-WT hinged steel cover

1-9" x 14" GNV 3' coaming welded to deck- WT hinged steel cover

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

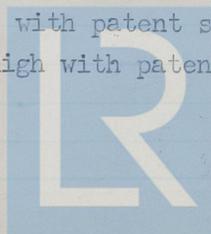
Upper deck 4-6" air pipes from main and reserve O.F. bunker 9'-0" with patent safety fitting

" 4-2 $\frac{1}{2}$ " air pipes from cofferdams 3'-6" " "

" 4" air pipes from all cargo tanks led up masts- with automatic pressure and vacuum valves at gangway level.

Forecastle deck- 1-4" air pipe 4' high with patent safety fitting

Poop 1-4" air pipe 3'-6" high with patent safety fitting



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Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

4-4", 5-2" & 6-1 $\frac{1}{2}$ " fitted in engine room with non-return brass check valves at shipside and shut off gate valves

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

15" dia. side scuttles with hinged deadlight permanently fitted to poop accommodation

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

none below freeboard deck

Guard Rails on freeboard and superstructure decks (state type and where fitted)

2- pipe rails with flat bar stanchions fitted on upper, forecastle and poop decks.

Bridge deck fitted with 5/16" steel bulwark.

Gangways and Lifelines

Fore and aft gangway (Permanent) fitted between poop, bridge & forecastle

Gangway, Cargo and Coaling Ports in sides of ship



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SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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